

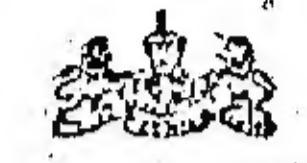
FOR EUROPE & AMERICA.
INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
PORTS.
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERSEAS TRADE Register.
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[1906]

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S. MINAMI, Manager, Hongkong

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TIME TABLE.

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ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1906. [30]

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Only communications relating to the news columns
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Correspondents will forward their names and addresses with communications addressed to the EDITOR,
not to the reporter, but as evidence of good faith.
All letters for publication should be written on
the side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
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hour the supply is limited. Only supplied for Cash.
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Liberat.
P.O. Box, 28. Telephone No. 12BIRTH.
On August 13th, the wife of Dr. C. W. Scammon, of the
Village of London Mission, Whampoa, of a son.
MARRIAGE.
On September 10th, at Shanghai, Robert
Perry, second son of Capt. Alexander
John Perry, of the Mirditch Regiment, to Rose
Emily, eldest daughter of the late FREDERICK
CULLEN, of Shanghai.
On September 13th, at Shanghai, ALFRED E.
C. LEADON, Engineer Commander, R.N., to JESSIE
RAINE THOMPSON of Bedford, England.HONGKONG OFFICE: 10A, DES VETRI ROAD,
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1906.

JAPAN having, contrary to the prophecies
of her ill-wishers and to the natural fears
of reputable traders, opened Tairon to
foreign trade as a free port, we would like
to be able to say that everything is now in
favour of foreign trade, especially British,
having a fair field in the Far East. We
fear, however, that British commerce will
still find legitimate cause of complaint.
With regard to British trade in Korea, and
its chances as indicated by one of our
correspondents, we are naturally dis-
appointed but cannot feel surprise. We
looked upon Korea as a lost market
immediately upon the recognition of Japan's
protectorate, and considered it prudent to
prepare our readers for a state of things
that appeared inevitable. Whether there
is anything yet to be done politically, or
whether it would be a case of crying over
spilt milk, we do not see how any man
can say. This "open door" policy is not
such a fine thing as its name would
promise; it is bound to breed dissatisfaction;
and in the case of Korea this is more than
ever likely. We may add that we have
every confidence in the ability of our corre-
spondent to form a true estimate of the
position. In Manchuria Japan's positionis not so strong, and though her conduct at
Tairon is, as the *Times* says, "a welcome
earnest of the good faith of our allies, and
of their readiness to act up to the profes-
sions with which they went to war," we are
not optimistic enough to believe that in the
case of Manchurian trade Japan can be
said to "start from scratch." If it were
only Japan who had to deal with, we might
reasonably expect a satisfactory arrangement
of the involved Customs question; but, as
everybody knows, China is the chief factor
of obstruction; and there are no signs at
present of our enjoying the promised
"equality of opportunity." The Chinese do
not see why the trade of the world cannot
wait until they have assured their political
position as between Japan and Russia.
Probably Russia's attitude in this three-
cornered discussion of Peking is no more
conducive to business-like expedition. The
Times, which has the great advantage of
being coached by Dr. Morrison in these
matters, has recently taken up a view ex-
pressed long ago in this column, with regard to
the Japanese merchandise which has been
getting through into Manchuria all this
while. Our contemporary says:It is not the business of the Japanese army
of occupation to look after the Chinese revenue,
if the Chinese do not choose to take steps to
look after it themselves. If foreign goods are
landed in any considerable quantities at the
same port, it would not be surprising should
some of them, which have been consigned to
the leased territory, and have thus enjoyed the
privileges of the new free port, afterwards leak
over into the Chinese possession. China can
prevent the danger of such leakage by giving
Japan at Dabu the position in this respect
which, to her own great advantage, she has
given Germany at Kiau-chau. Japan would
then collect the Customs for her—and nobody
can doubt that the collection would be
efficient and pay the balance over to her, after
deducting twenty per cent. for the cost of
collection.China, however, has been standing out
for an arrangement more suitable to what
she regards as her "prestige." The
Customs staff must be Chinese, say the
Wai-wu-put, which is quite in keeping with
the modern spirit as exhibited in various
ways. Meanwhile, so far as foreign in-
terests in Manchuria go, Russia has been
getting even a bigger share than Japan did,
owing to China's failure to set up Customs
stations on the railway. Japan, accused of
grabbing too much land at Autung, has
offered China sufficient for a Customs
station, but China is delaying—and losing
revenue all the time—in the hope of retrieving
more of that average. Then there is
another involvement, thus referred to:The entire problem of trade with Manchuria
over the Korean frontier is at present com-
plicated, as so many of these Manchurian
questions are, by the past dealing of Russia
with China. It seems that so far back as 1881
she extracted from China a privilege for the
free transit of merchandise across a strip of the
frontier more than thirty miles wide. The
Russian version of this astonishing agreement
has not been published in the Far East, and no
wonder; but the Chinese text has lately been
issued by a learned society in Tokyo. The
practical interest of the matter is that Japan,
by her treaty with China of December, 1903, is
entitled to most-favoured-nation treatment for
her trade over this frontier. It would, there-
fore, seem that, as a matter of strict law, she
has the right, as between herself and China,
to pour her goods into Manchuria by this route
duty free.Evidently there is now a disposition to
admit that Japan is not so bold as she has
been painted, and the *Times* is even assured
that Japan is not seeking for any exclusive
favours for herself. "They happen to be
first on the ground, and, not unnaturally,
they are making the most of their tem-
porary opportunities." Reasonable as that
may be, it does not soften the fact that
British and American merchants and
shippers are feeling at a great disadvantage
compared with Russia and Japan.The Volunteer Camp will be held at
Stonecutters Island from October 13th to the
29th.H.E. Chou Fu, the new Viceroy, is not
expected to arrive at Canton before the end of
October.Major R. H. Davies, Oxfordshire Light
Infantry, has been appointed Deputy Assistant
Adjutant-General, North China.Our Macao correspondent says that a telegram
has been received appointing Captain Damiao
de Menezes Colonial Secretary of Macao.During the week Hongkong and Whampoa
Dock Company's share has gone up from
\$133 sellers to \$155 buyers.A Meeting of the Committee of the Hongkong
Typhoon Relief Fund will be held this
(Saturday) afternoon at 2.30 o'clock at the
office of The Hon. Sir Paul Chater, C.M.G.In left Half No. 2 Cey. H.K.V.C. the
following promotions have been made: Corp.
McKibbin to sergeant; Bombs. Kinnaird and
Crosbie to corporal; and Gunners F. M. White
and J. Quinn to bombardier.It has been decided to repeat early next
January the experiment made last January of
holding at the Staff College a short course of
lectures and practical instruction for senior
officers holding staff appointments.The Governor of Hoan has memorialized
Peking complaining that the stones sunk to
butress the pillars of the Yellow River bridge
are likely to divert the course of the river.Majors L. J. Dopping-Hepenstal, G. D.
Close, and F. L. Lloyd, Royal Engineers; R.
Davies, Army Service Corps; C. H. Corbett,
18th Hussars; and H. L. Croker, Leicestershire
Regiment, have passed the examination in
military fitness for command.M. Beau, Governor-General of Indo-China,
who arrived at Marsa on Aug. 22nd, said
that the chief object of his journey home was to
discuss the loan for the construction of a system
of irrigation canals. As financial reasons required
the reduction of the Army of occupation it was
necessary, M. Beau said, to conciliate the
natives. He had begun by increasing the
salaries of the Mandarins and by making open-
ings for Annamites in the Public Service.A series of inflammatory articles have
appeared in the "Japanese Chronicle" at
Honolulu to the effect that there is a feeling
prevalent among the Japanese residents that
they are held in contempt by the dominant
white element of the country. The "Chronicle"
says: "When these oppositions and insults
reached the utmost point there will be a collision
between the two races which may disturb the
peace between Japan and the United States.
The paper says: "If Japan ever has difficulties
with the United States, Hawaii will be the
cause."Baron Komura, in conversation with a
representative of Hunter's Agency on arrival at
Euston Station last month, said: "My chief
mission in Great Britain is to strengthen and
render more firm, if possible, the strong tie
already uniting Great Britain and Japan.
That will be the chief object of my stay in
Great Britain—indeed, the only one—as I am
charged with no special mission or duty." His
Excellency, who appeared greatly to have enjoyed
his journey, drew attention to the fact that
his welcome to British soil had occurred the
moment he stepped on board the steamer.
"My journey since then," he added, "has been
entirely on British soil."Towards the end of last month a Manchester
correspondent wrote: During the past few
days or so a great drop has taken place in raw
American cotton in Liverpool, owing chiefly to
brilliant reports of the growing crop in the
States. The crop is doing so well that the
"bulls" are disheartened and the "bears"
are triumphant. We are not "out of the
wood" by any means, for the stock in this
country is getting very small, in fact. Spinners
are looking forward to the new cotton being
delivered early in the year. Last week much
better reports of the Egyptian cotton crop
came to hand. It looks as if the yield would
now be larger than last season. The holiday
season in Lancashire is now in full swing. Next
Saturday the great Oldham stoppage will take
place, the spindles there being idle for a full
week.That Germany is really in earnest with regard
to building battleships of a larger displacement
than any built hitherto by any foreign Power
is seen in the great activity that is taking place
at Kiel with regard to increasing the local
shipbuilding capabilities. Thus, both the
Imperial Yard and the Germania Yard have
been engaged for some time past working at
full pressure and at a huge outlay to prepare a
slipway big enough to enable an immense
warship to be laid down. The Krupp Yard will
have completed these extension works in
October, so that a warship can be laid down in
November. Both the slipways referred to are
to be capable of taking warships of even 24,000
tons. It is rumoured that the first armoured
cruiser of the new type the large cruiser "E."
and also one battleship of the new type "Ersatz
Sachsen," are to be built at Kiel.By kind permission of Lieut.-Col. A. G.
Fenton, D.S.O., and Officers, the Band of the
Second Battalion "The Queen's Own" (Royal
West Kent Regiment) will play the following
programme of music during dinner at the
Hongkong Hotel this (Saturday) evening:—March "Viscount Nelson," Zeble
Overture "Haydn," Author
Selections from "The Orchid," Caryl
Value, "Cassandre," Lambert
Intermezzo, "Salomé," Loraine
Song (Cottage Solo) "For All Eternity," Maschera
Selection of "Irish Melodies," F. Goffrey
Dinner Menu.—Bors D'Œufs—Macau Fish
and Olive Creations. Soup—Clear Windsor Fish
Stewed Fish and Tomato Sauce. Entrees—
Lamb Cutlets and Mashed, Braised Fillet of
Beef and Madeira Sauce. Montray Patis. Curry
—Mahy. Joints, &c.—Roast Sirloin of Beef and
Yorkshire Pudding. Roast Capon and Bread Sauce,
Boiled Bacon and Spinach, Cold Corned Ox Tongue
and Plain Salad. Sweets—Blue Pudding, Noyan
Ice Cream and Finger Cakes, Tippy, Cake
Dessert—Coffee—Fruits.There is an ominous ring in the statement
made by a gentleman living at Wimborne.
Writing to the papers about the reputed
appearance of mosquitoes at Clapton and Stans-
field Hill, he says that these nefarious insects
have also visited his own more select suburb,
and his dealings with them have been quite as
painful as earlier experiences on the rawadhi.
The mosquito that infests the great river
highway of Burma is a fearsome beast. It is
related, though not on good authority, that in
the second Burmese war British soldiers, rather
than face him, jumped off the transports into
the river and were drowned. But the stories
told of the mosquito by Eastern travellers,
beginning with Ferdinand Mendez Pinto, are
often misleading. The imagination of a young
Scot lady—Sir Henry Yule relates this
anecdote—was so wrought upon by what she
heard from fellow-passengers on the voyage out
that, on meeting an elephant for the first time,
she exclaimed, "Will you be what's called a
mosquito?"The Hongkong Observatory yesterday issued
the following report:—
On the 30th at 3 p.m.—Signal lowered.
On the 21st at 12.30 p.m.—The barometer
has risen in Hongkong and Formosa, and
fallen over S. Japan and the Philippines.
The typhoon probably reached the coast last
night in the neighbourhood of Hainan.
This morning there are indications of a new
depression to the S.E. of Luzon.
Pressure is highest over E. Japan.
Gusts are slight over the China coast
except in the West.The 3rd Middlesex Regiment, stationed at
Middlebury, Transvaal, has been ordered to
leave South Africa for Hongkong and North
China, being relieved by the 1st Yorkshire Light
Infantry from Gibraltar.Count Borbora, who was Grand Master of
Ceremonies in the time of Napoleon III, and
who has just died at Monte Carlo, has left,
says a Dalziel telegram, a sum of £200,400,000
to Peter's Pence.The *Singapore Free Press* understands that
the main recommendations of the Defence Com-
mission—now in Hongkong—will be, generally
in the form of modernizing the armament in the
Singapore defences. This will mean, by the
adoption of the latest types of guns, a much
higher rate of fire, and a corresponding reduc-
tion in the strength of the artillery personnel
in the battery. This will mean the supply of the
latest 9.2 inch and 6-inch type guns for the
Singapore defences.

THE "OPEN DOOR" IN KOREA.

MORE BRITISH COMPLAINTS AGAINST JAPAN.

A well-known Chinaman who has been
making personal investigations with regard to
the political and commercial situation in Korea,
got back to China this week.Following is an extract from a private note
addressed to this office:"The state of affairs all through Korea I
found even worse than I had anticipated, every
attempt being made by direct as well as
underhand means to extinguish foreign and
especially British trade with the entire Peninsula."

HONGKONG CRICKET CLUB.

The match "Probables v. Possibles," post-
poned from Saturday, the 13th instant, will be
played to-day commencing at 2 p.m. sharp.PROBABLES. POSSIBLES.
Mr. H. Hawcock. Mr. G. E. Morell,
Mr. W. C. D. Turner. Mr. T. Sercombe,
Mr. G. E. Pearce. Smith,
Mr. H. W. Woodward. Mr. E. A. Fowler,
R.N. Mr. Walter Daniel,
Mr. C. H. Mackay. Mr. R. A. Ponson-
by.
Mr. H. E. Slanger. Mr. W. J. Daniel,
Leslie, I.M.S. Mr. W. P. Peake,
Mr. W. A. Powell. Lt. Hope, R.A.
Mr. R. E. O. Bird. Lt. Graham, R.W.K.
Mr. W. E. Dixon. Capt. H. W. Smith, R.A. Br. Kortieck, R.G.A.
Lt. Lucy, R.A. A. N. Other.

CORRESPONDENCE.

BAROMETRIC VARIATIONS.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 21st September, 1906.

DEAR SIR.—Enclosed I beg to hand you
tabulated barometrical readings from 15th to
18th September, 1906, taken from the China
Coast Meteorological Register, this with
reference to the recent catastrophe.While comparing the glass readings of each
day, and forsooth readings with those of after-
noon, I found to my surprise an abnormal
amplitude of daily oscillation only in Hongkong
Station of 0.21 of an inch on Sunday, the 18th
September, 1906, while Gap Rock was the same
as previous day. I chose Gap Rock on purpose
on account of its proximity and direction and as
the only station which could show anything
wrong approaching this Colony from afar.
Unfortunately, there is no report of how Gap Rock has fared during the
catastrophe, although I had reports from
Macao stating as very mild. I cannot
find out exactly what is the normal amplitude
of daily oscillation for this place and this time
of the year, but from my experience whenever
it is more than 0.10 of an inch, there follows
an advice of a depression somewhere, either
from Manila or from our Observatory. As the
experts diverge on the possibility of foretelling
the approach or the formation of the disastrous
cyclone on Tuesday last, I wish to know if
anyone can tell if there is any connection
between the abnormal daily oscillation on the
18th September with the cyclone on Tuesday,
18th instant. Yours faithfully,

MERC.

HONGKONG.

Sept. 15th 29.91 29.82 .00
Sat. 16th 29.95 29.74 .08 .21
Mon. 17th 29.83 .00 29.7412
Tue. 18th 29.28 .39 the cyclone

GAP ROCK.

Barom. x Barom. x Barom. x Barom. x Daily
a.m. p.m. a.m. p.m. a.m. p.m. oscill.Sat. 29.88 29.60 .08
Sun. 29.85 .03 29.76 .06 .06
Mon. 29.82 .03 29.71 .05 .11

WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report:—

On the 30th at 3 p.m.—Signal lowered.
On the 21st at 12.30 p.m.—The barometer
has risen in Hongkong and Formosa, and
fallen over S. Japan and the Philippines.The typhoon probably reached the coast last
night in the neighbourhood of Hainan.This morning there are indications of a new
depression to the S.E. of Luzon.

Pressure is highest over E. Japan.

Gusts are slight over the China coast
except in the West.Telegraphic communication between the
Observatory and Hongkong continues inter-
rupted.Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.18 inches.

THE TYPHOON.

GRUESOME SCENES.

The feelings of awe occasioned by the terrible disaster of Tuesday still hang over the community and the profound impression then created has to some extent been deepened by the gruesome scenes that are hourly witnessed along the shore on both sides. Bodies, ghastly by reason of mutilation, are being constantly picked up and carried to the mortuaries, where after being photographed and some little interval allowed for friends to claim, they are prepared for interment. The confining of the corpses is a horrible operation, but the ordeal, trying as it is, is bravely gone through by both police and sanitary officials. Both are working well together. Their duties are not lessened by the bodies refusing to work in the cemeteries and though higher remuneration is offered the men will not undertake the work: The unclaimed bodies of Chinese are not put in separate graves but interred in trenches. Besides this there are many private burials and the scenes on the way to the native cemeteries are as pathetic as they are interesting. Yesterday afternoon the funeral of Captain Maxfield took place, the remains being followed by a number of mourners to the Happy Valley.

The total of lives reported lost and junks and cargo boats reported missing continues to increase daily, but officials are overwhelmed with work so that it is not possible to obtain information as yet. Yau-mui reports 60 lives lost, Shoktoushi 40, and Wan-chai a much greater number.

Even yet it is difficult to give anything like an approximate estimate of the damage done to property. Those competent to judge express the opinion that a million pounds will not cover the loss. Certainly it is enormous and cannot be gauged for some time. Of the smaller craft some 2,000 must have disappeared, and as many of these were cargo boats and lighters, it will be understood how the shipping has been crippled.

A morbid curiosity attracts many people to the places where the bodies are recovered in greatest numbers, but the horrors of the scene are too terrible to depict, while the stench is overpowering. Another saddening spectacle is the dust cart, piled with coffins, leaving the mortuaries, while on the Praya are to be seen a few weeping women who point to the sea and utter the most heart-rending sounds.

THE MISSING FAMILY.

Great regret has been expressed at the untimely death which Mr. W. F. Donaldson, his wife, and two children have met. As is well known, Mr. Donaldson was one of the assistants of Messrs. Butterfield and Swire. Though of a very retiring disposition he had a most interesting, not to say adventurous career, and in the office he was a general favourite. Mrs. Donaldson was also well known as a teacher of dancing.

Some details of the fate of the family have now come to hand. Two of the natives on board the *Kongming*, who escaped, report that when the sea washed away the deck-cabins, Mr. Donaldson snatched up the baby and attempted to rush for a place of shelter but before he had proceeded many yards another wave carried him into the sea. He was not seen after that. Mrs. Donaldson, with the four year old boy, and two Chinese women on board huddled together, but the boat lurched and they was all washed into the sea. Sad as it is, it is interesting to note that when Mrs. Donaldson was faced with danger on the sea not long ago she expressed the wish that if they had to go that they should all go together.

Mr. Donaldson's brother from Canton only learned of the fate of the family through the newspapers. The deceased were both natives of the West of Scotland, their parents living in Glasgow.

EXPERIENCES ON THE PEAK TRAMWAY.

The Superintendent of the Peak Tramway writes:—

Until the typhoon had been raging for more than an hour I did not realize that such terrible havoc was being wrought by the violence of the wind. At the Peak Station, with the exception of two very strong gusts of wind, there was nothing to alarm me. The tram ran regularly from 7.00 till 10.00 a.m., during part of which time I was doing the usual writing and filling in the daily forms for the head office, to which place I was just preparing to go, when one of the brakemen informed me in a manner and tone, that left no doubt in me, that there was danger in running the cars any longer. He reported that trees were being uprooted about the hills, and thrown, along with small boulders on the track, which necessitated the cars having to be stopped at various places until the obstructions were removed. At other parts the cars were oscillating with the force of the wind, to such an extent as to cause the greatest alarm. At this stage some of the trees being whirled through the air came in contact with the small private telephone wires and broke them. These got foul of the signal wires and forming a circuit began to give false signals. The false signals and the fact that obstructions were on the line were the only evidence that there was danger in running the cars. The force of the wind on the Peak where I was situated, with the exception of the two said gusts, was not, I can say with certainty, so great as to cause any unseasiness.

Before eleven o'clock I started on my way down the track accompanied by some of the coke staff to clear away the obstructions. When I had traversed a third of the distance from the top station I then began to realize the force of the wind. It became necessary, when crossing the bridges that span the chasms

and gorges, down which water was rushing in tremendous volume and thundering noise, along the way, to creep along and hold on to the rails. I thought I would have been deserted by my followers, but they stuck bravely by me. At a part of the way, just above Bowen Road, where a new bridge is being constructed over the line, a landslip had occurred, and covered part of the track. A stream of water was flowing near by. I had then directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping, during schedule time.

FURTHER SEARCH FOR THE BISHOP.

The friends of the late Bishop Horne are leaving no stone unturned in their efforts to discover his body. Yesterday morning the Government launch *Stanley* set out with a search party aboard for the scene of the catastrophe.

YESTERDAY'S ARRIVALS.

There arrived from Singapore yesterday the Japanese steamer "Totomo Maru" and the French steamer "Anibal Hamlin." Both vessels report having experienced exceptionally rough weather, and from the davits of each a life-boat was torn by seas which broke over them. When about fifty miles S. S. W. of Gap Rock the foretopsail of the "Totomo" was also carried away. The "Pindari" experienced very rough weather on her voyage from Shanghai, but arrived in port unscathed. So also did the Douglas steamer "Haitun."

TYPHOON AT WOODROW.

The "Lia Tan" arrived here yesterday from Wuchow, and one of her officers informed our representative that the storm struck that port on Monday evening, tearing down masts and capsizing sampans. So far as could be ascertained, however, there was no loss of life. When steaming behind Stonecutters yesterday, these on board the "Lia Tan" counted forty-eight dead bodies, which were floating past.

The "Wakamatsu Maru" from Moji, which also arrived yesterday, observed about 100 corpses floating about at the harbour entrance.

MORNING LAUNCHES LOST.

The passenger launch "Ying Fat," which used to travel between Sam Chiu and Hongkong founded near Capesun, and over 100 passengers were drowned. These other passenger launches are also reported missing, but no lives were lost. The police launch No. 3, on which were P.S. Boulger and P.C. Horry, has not yet been heard of.

AGAARD THORESEN'S CRAFT.

Messrs. Agaard Thoresen and Company's vessels came through the storm with very slight mishaps.

The steamer "Fri," which was lying off Stonecutters secured by three anchors, was run into by an unknown vessel. As a result of the collision the "Fri's" port side masts were smashed in, and the bridge and deck houses masts destroyed. The other vessel had already lost her bows in a collision with the "I. F. Chapman," and when she parted from the "Fri" she left her bowsprit and figure head aboard that vessel. The damage done to the "Fri" is estimated at between \$10,000 and \$15,000.

The "Skuld" was lying off West Point with two anchors out when the storm struck her. Shortly afterwards one of the anchor chains gave way and it was thought the anchor was lost, but after the storm when the other was pulled up, the missing anchor was found attached to it. The "Skuld" touched bottom once, but immediately got off, and has no apparent damage, being quite tight.

The "Fri," which was reported ashore at Aberdeen, had a miraculous escape. She was just about a fathom away from the entrance of the Dock, coming out, when the typhoon struck her. The engines were set at full speed ahead as she faced the storm but it was impossible to run out more than thirty fathoms of chain owing to her proximity to the shore. The Captain reports minor damage such as lost gear and broken stanchions, but the vessel is quite seaworthy and did not touch bottom. She left on the afternoon of the 18th instant for Sourabaya and may have had to weather the thousand typhoon.

The steamers "Norden" and "Holvay" escaped damage, and it is hoped that the "Protos," "Dufur," and "Ragnar," which vessels are expected shortly, have ridden through the gale.

AT MACAO.

Apart from damage done to masts and other frail structures, Macao escaped. The worst experience of the City was when the second blow broke on the morning of the 20th. The wind blew strongly from the east and heavy seas broke over the Praya Grande damaging the band. The ss. "Honam" left her wharf at eight o'clock for Hongkong but had to take shelter at Macao. She arrived in port yesterday afternoon.

DOCTOR'S GENUINE SYMPATHY.

Among the gallant band who have laboured to alleviate suffering and rescue the perishing there was not a mere willing worker than Dr. Forsyth. Carrying his case of surgical instruments he called at the Tsingtao Police Station, saw Inspector Langley and professed his services which, needless to say, were gratefully accepted. The doctor was placed aboard a boat, and travelling round the Kowloon foreshore pulled out of the water and restored many people who appeared to be drowned. The wounds of others he also dressed, and took the first opportunity of sending them to hospital.

RESCUED FROM WRECKAGE.

In their trips along the foreshores the water police have rescued 120 Chinese who were found clinging to wreckage. Many of them were

entirely exhausted and had to be removed to hospital.

THE INCREASING DEATH ROLL.

Although police launches and other craft are continually running seawards with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Lai-chi-kung there are another 20 or 30 which then melted away down the side of the track. A stream of water was flowing near by. I had then directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping, during schedule time.

THE YOKOHAMA SPECIE BANK, LIMITED.

The 53rd report to the shareholders, presented on Sept. 10th, says:—

The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th, 1906.

The Gross Profit of the Bank for the past Half-year, including £67,515 brought forward from last Accounts, amount to £13,149,833 of which £9,765,925 have been deducted for Current Expenses, Interest, &c., leaving a balance of £3,363,908.

The Directors now propose that £4,900 be added to the Reserve Fund, and £1,000,000 be appropriated to the Special Reserve Fund. From the remainder the Directors recommend a dividend at the rate of twelve per cent., per annum, which will absorb £720,000 on old shares and £45,000 on new shares, making a total of £1,170,000.

The balance, £703,908 will be carried forward to the credit of next account.

YURI YAMAKAWA, Chairman.

BALANCE SHEET, 30th JUNE 1906.

LIABILITIES. Yen.

Capital paid up 21,000,000.000

Reserve Funds 12,300,000.000

Reserve for Doubtful Debts 89,835,600

Reserve for Depreciation of Bank's Properties, Furniture, &c. 202,448,769

Deposits (Current, Fixed, etc.) 125,400,625.000

Bank, Payable, Bills Recurrent, Acceptances, &c., and other amounts due by the bank 73,463,935,870

Dividends retained 5,775,020

Amount brought forward from last Account 678,115,338

Net profit for the past half-year 2,055,792,302

ASSETS. Yen.

PROFIT AND LOSS ACCOUNT. Yen.

Cash account 12,601,945,700

At Bankers 45,623,652,752

26,287,504,180

Bills discounted, Loans Advanced, Bills receivable and other sums due to the bank 19,912,982,000

98,935,676,610

Bank's Properties, Furniture, &c. 1,720,324,500

235,835,443,310

PROFIT AND LOSS ACCOUNT. Yen.

To Current Expenses, Interest, &c. 9,785,925,430

To special reserve fund 400,000,000

To Dividends: 1,000,000,000

Yen 0.02 per share for 120,000 old shares, per 7,000 new; and 1,170,000 new shares per 150,000 old.

To balance carried forward to next amount 703,9,8,040

Yen 13,149,833,970

By balance brought forward 31st December, 1905 678,115,338

By amount of gross profits for the half-year ending 30th June, 1906 12,471,714,832

Yen 13,149,833,670

A TIENTSIN INSURANCE CASE.

SENSATIONAL TERMINATION.

Sir Haylland de Samware delivered judgment in the case of *Kad Philipp v. The London and Globe Insurance Company* at the Supreme Court, Tientsin, on the 19th inst. The claim was for \$26,000 for alleged damage sustained by fire. In the course of his judgment his Lordship said that the plaintiff himself had set fire to the premises. From the English view of evidence further facts would have to be brought out to remove all doubts on that score. There was, however, not only a question of the \$26,000 involved in this case, but it affected the character of the plaintiff and might influence the liberty of his residence in this community. There were several points strongly suggesting that there was foul play to defraud the company, or for some other reason. There was no suggestion that the person who caused the fire was an outsider. A discrepancy of \$ 0,000 was apparent in the accounts, as was very ably pointed out by Mr. E. P. Allen from the plaintiff's own books, and the plaintiff could not explain away this discrepancy. Mr. Allen showed that at the time of the fire there could not be goods worth more than \$19,000 in stock, and there was no reason for a larger claim. A strong suspicion of arson arose in view of the fact that "though" the stock remaining on the premises was not worth more than \$19,000, the plaintiff renewed his insurance policy of \$15,000 in the middle of December; and on the 17th he doubled his insurance. The business was not in a flourishing condition, the stock was unsaleable and had been a long time on hand, and on the top of this a large over-insurance was effected only five weeks before the fire. There were many points of suspicion that the plaintiff had caused the fire. In conclusion his Lordship held that the defendant had sustained his point that the fire was caused by the plaintiff.

In his opening remarks the chairman congratulated the Club on its financial position considering the increased rate of the dollar and on its membership list which showed an increase of seventeen for the year; he also said the members were very lucky to have a roof over their heads, the damage done to the marshes during the typhoon had caused so much destruction elsewhere.

CIVIL SERVICE CRICKET CLUB.

The annual general meeting of this Club was held at the Club's match yesterday evening, at 8 o'clock. The Hon. W. Chatham presided over a well attended meeting.

In his opening remarks the chairman congratulated the Club on its financial position considering the increased rate of the dollar and on its membership list which showed an increase of seventeen for the year; he also said the members were very lucky to have a roof over their heads, the damage done to the marshes during the typhoon had caused so much destruction elsewhere.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong.—23rd September, Sunday, 10th after Trinity. Holy Communion (7.30 a.m.); Matins (11 a.m.); Responses, Psalms, Venite, Macfarren; Psalms, of the 23rd morning; Te Deum, Læves, Cooke and Hopkins; Benedicetus, Langdon; Hymn, 265, 332 and 225; Evening (5.45 p.m.); Responses, Psalms, of the 23rd evening; Magnificat and Nunc Dimittis; Wesley in F; An th. "Saviour of the World"; Hymns, 192, and 437; Vespers (7.30 p.m.); Matins (8.30 a.m.); Psalms, 217; Benedicetus; Psalms, 206; Canticum; Psalms, 211; Te Deum, Læves, Cooke, Hopkins; Hymns, 26, 20, 24 and 27.

SATURDAY SCHOOL, 7.15 p.m.

The Chapel Library, *Dayspaper*, will call on ships containing white troops, bringing ashore to the service, between 8.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Barracks).

TE DEUM, 10.30 a.m.; BENEDICTION, 12.30 p.m.; BENEDICTION, 4.30 p.m.; BENEDICTION, 6.30 p.m.; BENEDICTION, 8.30 p.m.

TE DEUM, 10.30 a.m.; BENEDICTION, 12.30 p.m.; BENEDICTION, 4.30 p.m.; BENEDICTION, 6.30 p.m.; BENEDICTION, 8.30 p.m.

TE DEUM, 10.30 a.m.; BENEDICTION, 12.30 p.m.; BENEDICTION, 4.30 p.m.; BENEDICTION, 6.30 p.m.; BENEDICTION, 8.30 p.m.

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TE DEUM, 10.30 a.m.; BENEDICTION, 12.30 p.m.; BENEDICTION, 4.30 p.m.; BENEDICTION, 6.30 p.m

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL, "MENELAUS"	On 27th September.	
GLASGOW and LIVERPOOL, "NINGCHOW"	On 27th September.	
IONIAN, AMSTERDAM and ANTWERP, "CYCLOPS"	On 25th September.	
HARVEY, ROTTERDAM and LIVERPOOL, "KINTUCK"	On 30th September.	
Taking Cargo for Liverpool at London Rates.		+ via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 29th September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	STEAMERS	For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.		[9-10]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 22nd September.
SHANGHAI	"SHAOHSING"	On 24th September.
TIENTSIN	"LIANGCHOW"	On 24th September.
MANILA	"TEAN"	On 26th September.
SHANGHAI	"KUOKIANG"	On 27th September.
SHANGHAI	"YOCHEW"	On 28th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passages, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.

[11]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR THE CO'S S.E. LAYING.

* TAMSUI VIA SWATOW { "JOSHIN MARU" } SUNDAY, 22nd Sept.,
AND AMOI { H. OHTA } at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1906.

T. ARIMA, Manager [14]

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
Tons LEAVE HONGKONG ARRIVE VANCOUVER

R.M.S. "EMPEROR OF JAPAN" 6,000 TUESDAY, 27th Sept. 15th Oct.

"MONTEAGLE" 6,163 WEDNESDAY, 3rd Oct. 27th Oct.

"EMPEROR OF CHINA" 6,000 THURSDAY, 28th Oct. 12th Nov.

"TARTAR" 4,425 WEDNESDAY, 31st Oct. 24th Nov.

"EMPEROR OF INDIA" 6,000 THURSDAY, 22nd Nov. 5th Dec.

"ATHENIAN" 3,882 WEDNESDAY, 22nd Nov. 22nd Dec.

"EMPEROR" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £20; via New York £22.

Intermediate on Steamers { £20, £22.

1st Class Railways { £20, £22.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blaikie Pier.

[6]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

POB STEAMERS TO SAIL REMARKS.

MARSEILLES, LONDON and ANTWERP via SINGAPORE { SOCOTRA } About 27th Sept. Freight only.

PENANG, COLOMBO and PORT SAID { Capt. W. R. Hickey } September } Freight only.

YOKOHAMA via SHANGHAI, NILE { Capt. E. P. Martin, R.N.R. } About 29th Sept. Freight and Passage.

SHANGHAI { SIMLA } { Capt. F. R. Summers } About 3rd Oct. Freight and Passage.

LONDON DIRECT via USUAL OCEANA { Capt. } Noon, 6th Oct. See Special Poets of Call.

For further Particulars, apply to E. A. HEWETT, Superintendent.

SHIPPING IN PORT.

STEAMERS.

ANDREW RICKMERS, German str., 1,020, W. Tabert, 18th Sept.—Bangkok 11th Sept.

General—Butterfield & Swire.

CHANGSHA, British str., 1,483, P. Moore, 4th Sept.—Melbourne via ports 31st July.

General—Butterfield & Swire.

CHINCHU, British str., 2,260, W. B. Brown, 19th Sept.—Melbourne 18th Aug.

General—Butterfield & Swire.

CHINCHING, British str., 1,193, G. S. Weigall, 14th September—Chefoo 7th September.

General—Jardine, Matheson & Co.

COPTIC, British str., 2,744, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & O. S. N. Co.

DAIRY, German str., 1,151, W. Hollermann, 15th Sept.—Bangkok 9th Sept.

General—Butterfield & Swire.

CHOYNG, British str., 1,424, A. E. Sandbach, 14th Sept.—Shanghai via Swatow 9th Sept.

Jardine, Matheson & Co.

COPTIC, British str., 2,744, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & O. S. N. Co.

DAIRY, German str., 1,151, W. Hollermann, 15th Sept.—Bangkok 7th Sept.

Ries and General—Butterfield & Swire.

DERWENT, British str., 1,603, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

EMMA LUYKEN, German str., 1,159, G. Corrand, 16th July—Mauritius 22nd May, Sugar.

EMPEROR, British str., 1,262, T. V. Brunn, 5th Sept.—Bangkok 27th Aug.

Holmow 3rd Sept.

Ries and General—Butterfield & Swire.

ERNEST, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

EVANESCE, British str., 1,262, T. V. Brunn, 5th Sept.—Bangkok 27th Aug.

Holmow 3rd Sept.

Ries and General—Butterfield & Swire.

EXCALIBUR, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

FAIRY, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

FLAMINGO, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

FORBIDDEN, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

FRANCIS, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

FRANCIS, British str., 1,262, J. Jenkins, 17th Sept.—Saigon 13th Sept.

Ries and General—Butterfield & Swire.

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Ries and General—Butterfield & Swire.

FRANCIS, British str., 1,262,

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$10,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS.
G. H. M. HEDWIGSEN, Esq.—Chairman.
G. Bullock, Esq. A. J. Raymond, Esq.
E. Goets, Esq. R. Shower, Esq.
Hon. Mr. W. J. Grosson, N. A. Siebs, Esq.
C. R. Lomemann, Esq. H. E. Tomkins, Esq.
D. M. Nisbett, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH
ACTING MANAGER
Shanghai—W. ADAMS ORAM.

London Bankers—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of Two per
Cent. per annum on the daily balance.

On FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 17th September, 1906.

DUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP—\$1,000,000
RESERVE FUND \$1,000,000

HEAD OFFICE—SHANGHAI
BOARD OF DIRECTORS, BERLIN

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tianjin, Tsingtao, Tsingtao, Koko,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:—

KOMMIGLICHE SEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DINGONTO-GESELLSCHAFT
DEUTSCHE BANK

B. BULLECK HANDELSGESELLSCHAFT

BANK FÜR HANDEL UND INDUSTRIE

ROBERT WAGENHAUER & CO.

MENDELSON & CO.

M. A. VON ROTHECHILD & SÖHNE

JACOB S. H. STERN

NORDDEUTSCHE BANK HAMBURG, HAMBURG.

SAL. OPPENHEIM, JR., & CO., KOEHL.

BAUTERICHE HYPOTHEKEN-UND WECHSEL-BANK, MÜNCHEN.

LONDON BANKERS:
MESSRS. N. M. ROTHECHILD & SON;
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN); LONDON AGENTS

DIREKTION DER DINGONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager,

Hongkong 1st May, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conduced by the HONGKONG AND SHANGHAI BANKING CORPORATION. It may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER,
Acting Chief Manager,

Hongkong, 30th May, 1906.

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobo Taiwan
Aiping Nagasaki Tamsui
Foohow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:
3, DES VENUS ROAD,

Interest allowed on Current Account

Deposits received on terms which may be learned on application.

D. TOHDOW, Manager,

Hongkong, 1st July, 1906.

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THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2½ per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent.

6 3½

3 2½

2 2

T. P. COCHRANE,
Manager,

Hongkong, 10th May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

SUBSCRIBED £1,250,000

PAID-UP £500,000

RESERVE FUND £85,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at

the rate of 2½ per annum on the Daily balance.

On Fixed Deposits:

For 12 months 4½

6 3½

3 2½

E. ORMISTON,
Manager,

Hongkong, 26th March, 1906.

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BANKS

INTERNATIONAL BANKING

CORPORATION.

Fiscal Agents of the United States in China
the Philippine Islands and the
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORISED Gold \$10,000,000

CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.

For 6 4

For 3 3

H. PINCKNEY,
Manager.

Queen's Road, Central,
Hongkong, 29th September, 1905. 1456

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 15,000,000 (FL. 1,750,000),
RESERVE FUND FL. 5,000,000 (FL. 1,175,000)

HEAD OFFICE IN AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai,
Rangoon, Samarcand, Soumabaya, Cheribon,
Tegal, Padang, Poerabatang, Tjilatjap,
Pekalongan, Medan (Deli), Palembang, Kotab
Raja, (Acheen), Telok Semarang, (Achon),
Bantam.

Correspondents at Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bengal, Siam, Haikou, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney, New
York, San Francisco, &c., &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily
balance.

Fixed Deposits 12 months 4½ per annum.

do 6 do 4½ do

do 3 do 3½ do

L. ENGEL, Agent.

Hongkong, 23rd July, 1906. 1456

THE SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP 21,000,000

CAPITAL UNCALLED 3,000,000

RESERVE FUND 10,300,000

SPECIAL RESERVE FUND 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo Kobo Nagasaki
Osaka Lyons New York
London Honolulu Bombay
San Francisco Tientsin Newchwang
Shanghai Peking Mukden
Daih Cheloo Tieling
Port Arthur

LONDON BANKERS,
THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum.

6 4½

3 3½

2 2½

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906. 1613

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905
£17,827,119.

L. AUTHORIZED CAPITAL £25,000,000

SUBSCRIBED CAPITAL £27,500,000

PAID-UP CAPITAL £67,500,000

II. FIRE FUNDS £3,836,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 11th July, 1906. 1349

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY.
OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.